

Haywood Corridor District Proposed:

AMG Draft 4/3/07; Rev. 4/30/07; Rev 5/18/07; Rev 6/05/07; Rev 6/11/07

(a) *Purpose.* The Haywood Corridor District (HCD) is established to foster higher density, mixed-use development that is economically viable, pedestrian oriented, transit supportive and contributes to the quality of life and character of west Asheville. The district allows a wide range of business uses of medium scale that supports the commercial diversity of the corridor and its role as the historic central business district for west Asheville. The district is designed to provide new development and redevelopment opportunities that encourage new local business and support the strong local employment base. The Haywood Corridor District is designed to provide uniform zoning along the corridor that is consistent with the goals stated in the Asheville City Development Plan 2025. The implementation of this zoning district sets the stage for sound redevelopment and improvement of private properties in a way that will

- Dwellings, single family attached
- Dwellings, single family detached

Recreational

- Arboretums
- Passive parks
- Parks and greenways
- Recreational uses, governmental
- Recreational uses, commercial indoor
- Recreational uses related to residential development

Institutional,

- Adult day care centers
- Assisted living facilities
- Child day care centers
- Child day care homes
- Civic, social service, and fraternal facilities
- Dormitories
- Family care home
- Group homes
- Hospitals or medical centers
- Places of Worship
- Schools
- Shelters
- Vocational and training schools

Public/semi-public

- Amphitheaters and auditoriums
- Community centers
- Fire and police stations (excluding protective services)
- Government buildings
- Libraries
- Museums
- Parks

Performance centers  
Post offices  
Public utilities and related facilities  
Office/business  
Bakeries  
Barber shops and salons  
Bars and nightclubs  
Bed and breakfast inns  
Bicycle shops  
Boardinghouses  
Bookstores  
Candy, pastry, ice cream and snack shops  
Child day care centers  
Clinics, medical, dental, psychiatric, optical, holistic health  
Clinics, veterinary  
Convenience stores  
Copying centers  
Cottage industries  
Delicatessens  
Financial institutions  
Flea markets, indoors  
Florists  
Fruit and vegetable markets  
Gift shops  
Grocery stores  
Hardware/garden supply stores  
Health and fitness facilities  
Home occupations  
Inn  
Instructional services  
Laboratories  
Laundry and dry cleaning establishments  
Live-work units  
Lodging Facilities  
Offices  
Parking Structures  
Pharmacies  
Printing and publishing  
Pubs  
Radio and television studio  
Rental businesses  
Research and technology production  
Residential related commercial service  
Restaurants  
Retail sales

Studios, galleries, and workshops for artists, craftspeople, designers,  
photographers  
Tailgate markets  
Tailors/dressmaker shops  
Theaters  
Video rental stores  
Wholesale sales

Other

Accessory structures  
Parking garages, public or commercial

(c) *Prohibited uses.* Any use not specifically listed as a permitted use, use by right subject to special requirements, or a conditional use in the Neighborhood Corridor District is prohibited.

(d) uses by right subject to special requirements

Automobile related businesses: service stations and retail gasoline sales, vehicle new and used, rental and sales  
Recycling collection centers  
Rental business  
Small engine repair  
Wireless telecommunication towers using concealed, wireless or microcell technology

(e) conditional uses.

Level III projects incorporating uses permitted in Neighborhood Corridor District.  
Drive-Through Facilities  
Four and five story buildings

(f) *Development standards.*

(1) *Density standards.* Maximum residential density shall be 48 units per acre

(2) *Building size:* Building size is limited to a floor area of 15,000 square feet. The maximum total gross floor area shall be 45,000 square feet but may be increased to up to 60,000 square feet for projects undergoing conditional use permit review for four or five story projects. Parking structures provided as an ancillary use within a development shall be exempt for gross floor area calculations.

Shared stair or elevator towers: Two buildings that only share an access tower will not be required to combine their square footages as a single structure in the calculation of gross floor area for a structure. This special circumstance applies provided that the two buildings are separate structures (with an area between provided as a courtyard area; or party walls create separate the structures and or the access facility is used as a common entry feature), except for this shared access facility.

(3) *Lot size:* There are no lot size or lot width requirements.

(4) *Setback standards:* As noted below, and landscape and buffer standards shall also apply.

Front and street side: Minimum zero feet and maximum of 15 feet from right-of-way line.

In addition the following setbacks also apply:

- a. A setback of up to 50 feet for places of worship, civic and government buildings and residential-only projects that provide a public space such as a courtyard, plaza or park space.
- b. A setback of 25 feet for uses in the district providing courtyard, plaza spaces or areas for outside dining.

Courtyard and plaza spaces should include some hardscape-paving elements. A building entrance should face the setback area.

Side: None.

Rear: None.

Note: The Planning and Zoning Commission may adjust the setback line based upon an assessment of topographic, other site constraints or special circumstances of the particular project.

(5) *Height standards:* Minimum two stories and maximum three stories above primary street grade. Buildings may be considered for up to five stories following the conditional use permit process. For sloping lots with a natural grade below Haywood Road, one additional occupied floor (such as in a daylight basement) may be created without being considered in the height standards. Parking areas provided below the Haywood Road street elevation will not be counted in height requirements.

(6) *Impervious surface standards.* The maximum impervious surface coverage in the Neighborhood Corridor District shall be 90 percent. Where feasible, the pervious surface areas should be located at the lower sections of the site to intercept storm water runoff and provide opportunities for ground water recharge. Special site development features such as but not limited to green roofs and other best management practices (BMPs) for stormwater collection and treatment may be considered such that their net effect is to provide 90 % or less impervious surface coverage as reviewed and approved by the City Engineering Department.

(7) *Landscaping/buffering standards.* Landscaping and/or buffering shall be provided as required by section 7-11-2 of this chapter with the exceptions noted below. In the Haywood Corridor District, street trees may be provided in the front building setback or the street right-of-way (with an approved encroachment agreement) as a part of a streetscape plan.

(8) *Parking/loading standards.* There are no off-street parking requirements for the Haywood Road District. The district may share on-street and off street loading facilities and are therefore allowed to provide these facilities at half the usual rate. For parking that is provided with a project, the upper limit for parking will follow standard parking

requirements found in Article 11. In addition the following parking requirements also apply:

- a. Parking shall be provided at the side or rear of the structure and not closer to the street than the face or edge of the structure; On corner lots, the side of the building that fronts on the secondary street is also considered a front or face of the building.
- b. Parking may be provided in the street right of way adjoining the property as on-street parking with the approval of the city traffic engineer or the North Carolina Department of Transportation.
- c. Uses in the Haywood Corridor District that do not provide any on-site parking shall provide bike racks and at least one walking amenity (walking amenities may include but are not limited to public courtyards, drinking water fountains, benches, shade structures, pocket green spaces and public access restrooms).
- d. Shared and remote parking is encouraged. Parcels that are sharing parking areas or providing remote parking shall bring the parking lots into compliance with parking and landscaping requirements found in Article 11 [of the UDO], at a minimum, the area that is provided as a part of the shared use. Rules requiring that shared and remote parking areas must be found in the same zoning classification are waived in the Haywood Corridor District. Residentially zoned areas may not be used to provide shared or remote parking space for this district except that non-residential uses in residential districts may be used.

(9) *Sidewalk standards.* In general sidewalks along Haywood Road should be 10 feet wide. The City Engineer may approve alternative widths based on context of street, block, and location of existing buildings. The existing context along Haywood Road requires that developing to this wider standard will be a long term goal. Sidewalks on side streets shall be required to meet normal standards as required by and pursuant to the requirements set forth in section 7-11-7 of this chapter. In addition, sidewalk connections may be required to ensure and provide a safe passageway for pedestrians and patrons to maneuver through the parking area to the entrance of the businesses. If internal cross-access is provided between businesses and parcels, then sidewalks shall be also provided along accessways as needed to insure pedestrian connectivity.

(10) *Open space standards.* Open space shall be provided as required by the requirements found in section 7-11-3 of this chapter except that open space will not be required to exceed 5 % on the site area. Sidewalk spaces featuring public-pedestrian amenities, outside dining facilities and vest pocket parks are supported and shall count towards open space requirements. Rooftop terrace spaces for building tenants or residents may be counted towards open space requirements.

(11) *Design and operational standards.*

- a. *Orientation.* The front of the building shall be orientated towards the primary access corridor. Building sides should appear similar to their fronts. On corner lots the building

or portions of the building must be located at the street corner respecting setback standards unless prohibitive terrain issues are present

b. *Entrances.* All buildings shall include a well-defined operable entrance on the frontage line to encourage access by pedestrians. Secondary entrances may face second tier streets, driveways or parking areas. Buildings on corner lots may place the entrance at the corner, eliminating the need for dual entrances.

c. *Windows, doors and other openings.* Windows, doors and other openings shall be evenly distributed at pedestrian level across the length of the facade on the first floor of the building. Windows will create a more effective pedestrian environment if they are untinted and non-reflective. Windows and other openings shall make up at least 40 percent of the area of the first floor street-side facade. If located on a corner property, windows and other openings shall make up at least 30 percent of the first floor facade on the side street. Upper story windows and openings shall make up 25 % of the wall surface.

d. *Facades.* When new building facades will be wider than 45 feet, the facade surface shall be subdivided into portions not exceeding this distance by varying setbacks, roof forms, or adding design details such as pilasters or other architectural treatments.

e. Parking structures located along the Haywood Road street frontage will be required to provide a habitable space with a minimum depth of 20 feet along 50 % of the garage length meeting design and operational requirements for this space.

f. *Variances.* Requests for variances of the design and operational standards set forth in this subsection 12 may be granted by the Asheville Planning and Zoning Commission, which is hereby designated to perform the duties of a board of adjustment for this purpose. Requests for variances shall be submitted to the Planning and Zoning Department and considered by the Planning and Zoning Commission at their next available regularly scheduled meeting.

(12) *Access and connectivity standards.* As determined by the director of planning and development, sites that are of sufficient size, location and are topographically workable, require a network of internal streets and driveways. Shared access and cross-access with adjoining properties instead of access from the corridor is required where practical to improve and sustain the capacity of the corridor, reduce the number of curb cuts, ensure driver and pedestrian safety, improve the unity of the streetscape, and encourage trip chaining and pedestrian mobility. Stub out connections to neighboring parcels may be constructed if cross access is not available at time of permit approval.

Conditional Use Standards:

Buildings four or five stories.

Buildings four or five stories along the Haywood Corridor District must meet:

20% of the building's gross floor area provided as residential space and;

And in addition provide documentation for three items from the following list:

- ? LEED eligible construction
- ? 10 % of the number of units is provided as affordable units OR 20 % of units designed to be 700 square feet or less
- ? 20 % of the commercial space provided in the development is offered as spaces of 1,000 square feet or less
- ? Above the third story, the building provides a 10 foot (or greater) setback from the Haywood road and or side street facade.
- ? Creation of public green or courtyard space dedicated for public use with a minimum of 400 square feet or more
- ? Minimum of 50% of the roof surface is provided as a green roof (need a definition)
- ? Best Management practices for stormwater runoff exceeding minimum standards?
- ? Bus package to encourage ridership on the transit sytem

Use By Right Subject to Special Requirements Standards:

*Automobile related businesses: service stations and retail gasoline sales, repairs, vehicle new and used, rental and sales.*

- a. Use district: Haywood Corridor.
- b. Height standards: one story structures are allowed.
- c. Gas canopy to be located to the side or behind principle structure.
- d. Canopy lights must be shielded to eliminate glare and light trespass onto neighboring properties; in addition, City of Asheville lighting requirements also apply.
- f. Building may have an additional setback to allow a single row of parking and aisle space with no more than two curb-cuts meeting City standards to control access to the site.
- g. Vehicles storage areas will be designed to meet landscape standards for parking lots.

*Small engine repair.*

One story structures are allowed

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